

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4676

一月九日十三號光

WEDNESDAY, OCTOBER 19, 1904.

三月禮

號九月十英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE
YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED ... Yes 24,000,000
CAPITAL PAID-UP ... 18,000,000
CAPITAL UNCALLED ... 6,000,000
RESERVE FUND ... 9,520,000

Head Office - YOKOHAMA.

Branches and Agencies:
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
MOMBAY. SHANGHAI.
TIENTHSIN. NEWCHWANG.
PEKING. DALNY.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARIS BANK, LTD.
THE UNION OF LONDON AND SMITH'S BANK, LTD.

HONGKONG BRANCH - INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

" " 4 "

" " 3 "

TARO HODSUMI,
Manager.

Hongkong, 12th September, 1904. [21]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL ... \$10,000,000
RESERVE FUND -
Sterling Reserve ... \$10,000,000
Silver Reserve ... \$7,000,000
RESERVE LIABILITY OF PROP'TORS ... \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
E. Goote, Esq. Hon. R. Shewan.
Hon. W. J. Gresson. N. A. Siebs, Esq.
A. Haupt, Esq. H. W. Slade, Esq.
H. Schubart, Esq. E. S. Wheeler, Esq.
E. Shellim, Esq.

CHIEF MANAGER:
Hongkong - J. R. M. SMITH.

MANAGER:
Shanghai - H. M. BEVIS.

LONDON BANKERS - LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG - INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 20th August, 1904. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

J. R. M. SMITH,

Chief Manager.

Hongkong, 1st May, 1902. [23]

THE
DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL ... Sh. Taels 7,500,000

HEAD OFFICE - SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hankow

Tientsin Tsingtau (Kiautschou)

LONDON BANKERS:
MESSRS. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITH'S BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account,
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,

Manager.

Hongkong, 12th August, 1904. [24]

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 15th May, 1904. [25]

JAPAN



COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE: 1, SURUGA-CHO, TOKYO.
LONDON BRANCH: 34, LIME STREET, E.C.

HONGKONG BRANCH: PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Foochow, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidaura, Kure, Shimonozaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotou, Sasebo, Milke, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.I.O. and A.I. Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armadas and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichinura, Kanada, Mameda, Manoura, Onoura, Otsuji, Sashara, Tsubakure, Yashio, Yunkibara and other Coals.

S. MINAMI, Manager, Hongkong.

[26]

780

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

| FOR | STEAMERS. | TO SAIL, ON | REMARKS. |
|----------------------------------|-----------------------------------|--------------------|--|
| SHANGHAI | { SIMLA { F. R. Summers .. | About 21st October | Freight and Passage. |
| LONDON, &c. | { MALTA { R. A. Peters .. | October 22nd, Noon | See Special Advertisement. |
| SHANGHAI, MOJI and KOBE | { BANCA { J. B. Ferguson .. | About 13th October | Freight only. (Passing through the Inland Sea.) |
| SINGAPORE, PENANG, and PORT SAID | { MALACCA { A. F. Street .. | About 28th October | Freight and Passage. |

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 19th October, 1904. [27]

Intimations.

The great food-value

of Bovril is known and appreciated by those to whom strength and endurance are a vital necessity, such as business-men, travellers, explorers, athletes, military and naval officers, etc. Bovril represents sustenance, nourishment and stimulus in the most condensed and most convenient form. Bovril is the very embodiment of strength.



TRADE MARK

TELEPHONE No. 135.

ASK FOR

CLUB WHISKY

AND SEE YOU GET IT.

ITS PURITY IS GUARANTEED BY THE DISTILLERS CO., LIMITED,
EDINBURGH.

THE LARGEST DISTILLERS IN THE WORLD.

Sole Agents,

H. PRICE & CO.,
12, QUEEN'S ROAD CENTRAL. [28]

Hongkong, 15th April, 1904.

JOHN DEWAR SONS & CO., PERTH

WHISKY,

Extra Special \$16.00 per case 12/1

White Label \$24.00 , , 12/1

KRUSE & Co.,
SOLE AGENTS.

CONNAUGHT HOUSE,

Hongkong, 1st July, 1904. [29]

This space is reserved for

LONG, HING & Co.,

PHOTO GOODS DEALERS,

178, QUEEN'S ROAD.

Hongkong, 18th August, 1904. [30]

PO CHEUNG & Co.,

昌寶

14, QUEEN'S ROAD CENTRAL.

FURNISHERS AND UPHOLSTERERS

GENERAL DOMESTIC GOODS, &c.

COUNTERS, PARTITIONS, FITTINGS, &c.,

MADE TO SIZES AND PARTICULARS;

DESIGNS FORWARDED ON APPLICATION.

TELEPHONE 460.

Hongkong, 16th August, 1904. [31]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903. [32]

MACAO AND CANTON HOTELS.

A LITTLE CHANGE:

The round trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.

W. FARMER, Proprietor.

LANE, CRAWFORD & CO.

SPORTS DEPARTMENT.

NEW STOCK OF

TENNIS Rackets, Balls, Nets, Poles and Markers.

CRICKET Bats, Balls, Stumps, Gloves, &c.

FOOTBALLS. "Soccer" and "Rugger," Pumps, &c.

GOLF Clubs, Balls, &c.

HOCKEY Sticks, &c., &c.

CROQUET Sets, &c.

BOXING Gloves, 4 oz., 6 oz., & 8 oz.

SANDOW'S Developers.

LARGEST STOCKS IN THE EAST,

AND FROM

THE BEST MAKERS.

LANE, CRAWFORD & Co.

Hongkong, 22nd September, 1904. [33]

[38]

KUPPER PILSENER BEER.

THE LEADING BEER

IN THE

FAR EAST.

SOLE AGENTS -

CALDBECK, MACREGOR & CO.,

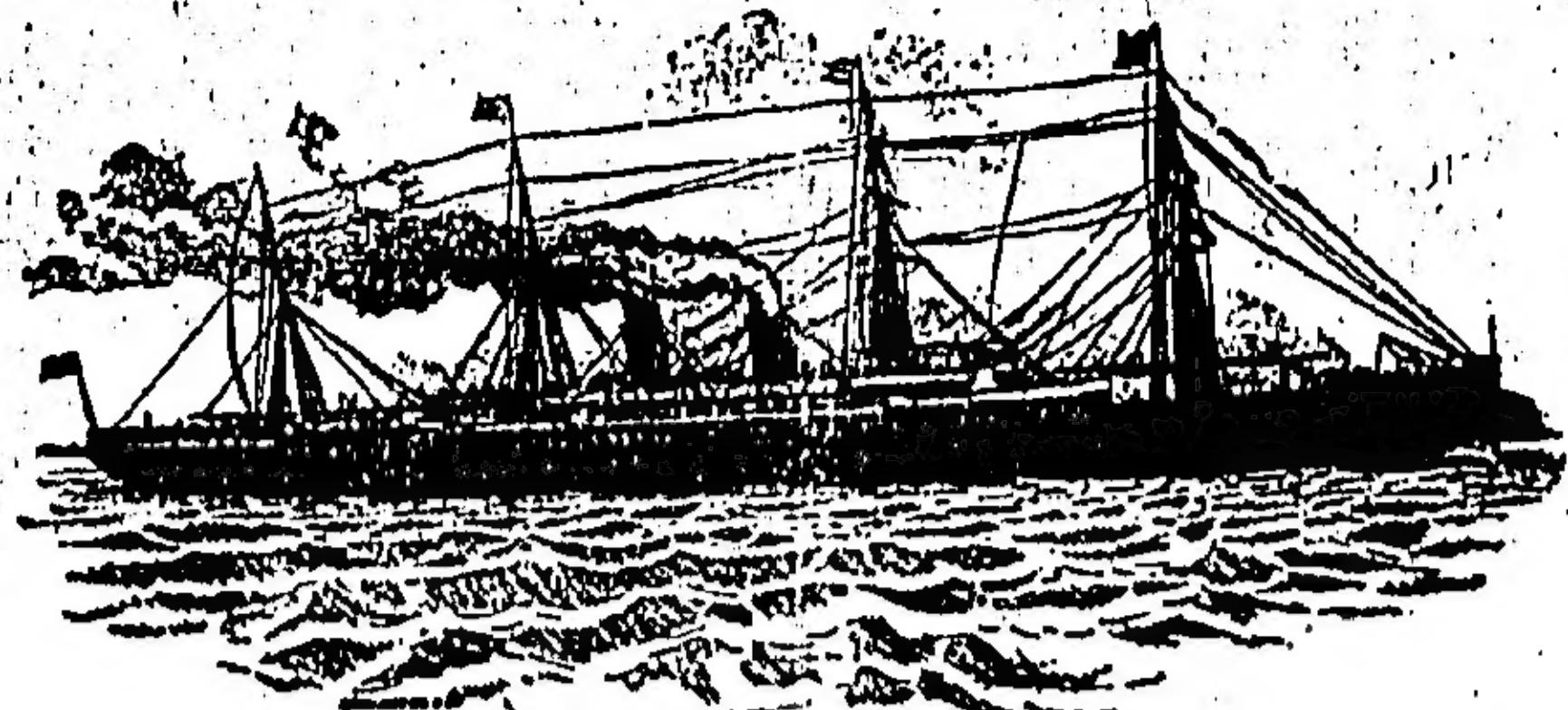
15, Queen's Road.

Hongkong, 6th October, 1904. [34]

[39]

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA,TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

| | | |
|----------------|-------------------|-----------------------------------|
| "KOREA" | 11,276 Gross Tons | SATURDAY, 29th October, at Noon. |
| "GAELIC" | 4,205 | TUESDAY, 8th November, at Noon. |
| "SIBERIA" | 11,284 | SATURDAY, 12th November, at Noon. |
| "MONGOLIA" | 13,039 | TUESDAY, 22nd November, at Noon. |
| "AMERICA MARU" | 6,300 | TUESDAY, 29th November, at Noon. |
| "CHINA" | 5,060 | SATURDAY, 3rd December, at Noon. |
| "DORIC" | 4,784 | SATURDAY, 17th December, at Noon. |
| "MANCHURIA" | 8,750 | SATURDAY, 24th December, at Noon. |
| "COPTIC" | 4,352 | TUESDAY, 3rd January, at Noon. |

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th, 28th, 1903; 10 days, 15 hours.

THE P. M. Steamship "KOREA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 29th October, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their Journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connection, Steamers.

FEATURES OF THIS LINE.

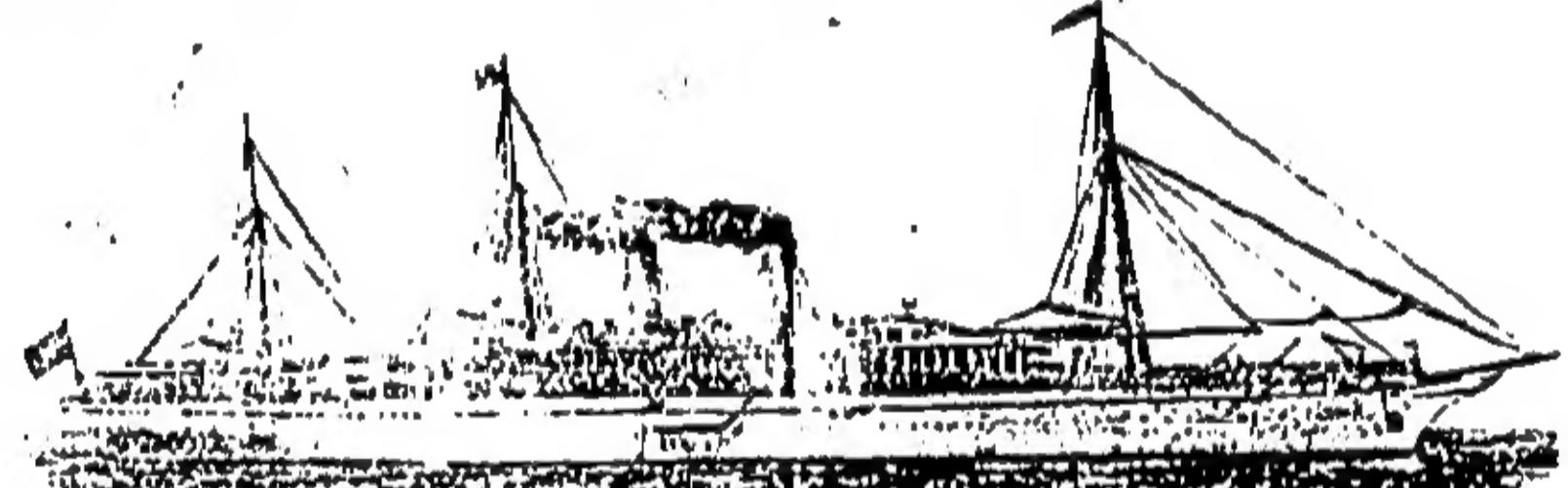
The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies' Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 19th October, 1904.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY SPEED PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPERESS" Twin Screw Steamship—6,000 Tons—10,000 Horse Power—Speed 10 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "TARTAR" 4,425 Tons WEDNESDAY, 2nd November.

" "EMPERESS OF INDIA" 6,000 " WEDNESDAY, 16th November.

" "EMPERESS OF JAPAN" 6,000 " WEDNESDAY, 14th December.

" "ATHENIAN" 3,440 " WEDNESDAY, 28th December.

" "EMPERESS OF CHINA" 6,000 " WEDNESDAY, 1st January, 1905.

" "TARTAR" 4,425 " WEDNESDAY, 29th January.

Hongkong to London, 1st Class, £100. Old St. Lawrence £62.

Hongkong to London, Intermediate on Steamer, and 1st Class Rail £40. £42.

THE magnificient Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,
9, Pedder's Street.

Hongkong, 19th October, 1904.

Steamers, and 1st Class Rail £40. £42.

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIK PORTS; NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATIONS. SAILING DATES.

BRISGAVIA HAVRE and HAMBURG. 1st Nov. Freight.

Schilke (Calling at S'PORE, PENANG & COLOMBO). 1st Nov. Freight.

SLAVONIA HAVRE and HAMBURG. 15th Nov. Freight.

(ex STRASSBURG) (Calling at S'PORE, PENANG & COLOMBO). 15th Nov. Freight.

Madsen HAVRE and HAMBURG. 29th Nov. Freight.

SEGOVIA HAVRE and HAMBURG. 13th Dec. Freight.

Schoenfeldt (Calling at S'PORE, PENANG & COLOMBO). 13th Dec. Freight.

SENEGAMBIA HAVRE and HAMBURG. 13th Dec. Freight.

(ex NURNBERG) (Calling at S'PORE, PENANG & COLOMBO). 13th Dec. Freight.

Jabung HAVRE and HAMBURG. 27th Dec. Freight.

ARMENIA HAVRE and HAMBURG. 27th Dec. Freight.

Porto (Calling at S'PORE, PENANG & COLOMBO). 27th Dec. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,
No. 1 Queen's Building.

Hongkong, 19th October, 1904.

TSIN TING.

THE AMERICAN SYSTEM

OF

DENTISTRY.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904.

Shipping Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

12 HONGKONG-CANTON LINE.

| | | |
|--------------|------------|------------------------|
| S.S. "HONAM" | 2,363 tons | Captain R. D. Thomas. |
| " "POWAN" | 2,238 " | G. F. Morrison, R.N.R. |
| " "FATSHAN" | 3,490 " | W. A. Valentine. |
| " "HANKOW" | 3,073 " | B. Branch. |
| " "KINSHAN" | 2,800 " | J. J. Lossius. |

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 8:30 P.M. and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2:30 P.M. and 5:30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

| | | |
|--|------------|----------------------|
| S.S. "HEUNGSHAN" | 1,998 tons | Captain H. D. Jones. |
| Departures from Hongkong to Macao on week days at 2 P.M. | | |
| Departures on Sundays at NOON. | | |
| Departures from Macao to Hongkong daily at 8 A.M. | | |

CANTON-MACAO LINE.

| | | |
|---|----------|--------------------|
| S.S. "LUNGSHAN" | 219 tons | Captain T. Hamlin. |
| This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M. | | |

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE Indo-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

| | | |
|---------------|----------|--------------------|
| S.S. "SAINAM" | 588 tons | Captain J. Wilcox. |
| " "NANNING" | 569 " | C. Butchart. |

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 30th September, 1904. [13]

JAVA-CHINA-JAPAN LIJN.
REGULAR FOUR-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

| Steamer. | From | Expected on or about | Will leave for | On or about |
|-----------|------------|------------------------|--------------------|------------------------|
| TJIPANAS | JAPAN | First half of October | JAVA PORTS | Second half of October |
| TJILATJAP | JAVA PORTS | First half of October | JAPAN VIA SHANGHAI | Second half of October |
| TJIMAH | JAVA PORTS | First half of November | JAPAN VIA SHANGHAI | First half of November |

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY
OF THE
JAVA-CHINA-JAPAN LIJN.Telephone No. 375,
ALEXANDRA BUILDINGS, 3rd Floor
Hongkong, 30th September, 1904. [14]

Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

10, D'AGUILAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are restful and give the effect of coolness.

Intimation.

Wm. Powell, Ltd.

Hours—8.30 A.M. to 6 P.M.

SEASON 1904-5.

NEW GOODS

ARRIVE

EVERY WEEK.

LADIES' DEPT.

ALEXANDRA BUILDINGS.

Silk and Satin Ribbons.

Rich Trimmings.

Dainty Motifs.

Plain and Fancy Dress Materials.

Trimmed and Untrimmed Felt
and Straw Hats.

Lace Fichus and Scarves.

Vienna Flannels.

Flowers and Foliage.

Wings and Quills.

Fancy Chiffons.

Silks and Gauzes.

Smart Winter Jackets.

FURNISHING DEPT.

Madras Curtain Muslins.

Printed Sateens.

New Cretonnes.

Hemmed Linen Pillow Cases and
Damask Cloths.

Linen Huckerback Towels.

Teneriffe Tray Cloths & Doyleys.

Splendid Selection of Damask
Napkins and Table Cloths.

Carpets and Carpet Squares.

Bugs in all makes and sizes.

&c., &c.

GENTS' DEPT.

28, QUEEN'S ROAD.

Hours—8.30 A.M. to 6 P.M.

Black Felt Bowler Hats.

Straw Boaters.

Tweed "Kenyon" Hats.

A good Selection of Motor Caps.

Dress Shirts and Collars.

Walking and Dress Boots.

Patent Oxford Pumps.

Flannel Pyjamas.

Fine Selection of Travelling
Bugs.

Winter Underwear.

&c., &c., &c.

Wm. POWELL, Ltd.

HONGKONG.

Hongkong, 18th October, 1904.

Intimation.

CHRISTMAS AND NEW YEAR GIFTS
FOR
HOME FRIENDS.MACEWEN, FRICKEL & CO.
UNDERTAKE to Deliver Gifts, etc. (Free
of Charge to Consignees) in any part of
the World.

LATEST SHIPPING DATES.

| | |
|--|-----------|
| To England | Nov. 8th |
| To France | Nov. 15th |
| To Germany | Nov. 9th |
| To Italy | Nov. 9th |
| To United States via San Francisco | Oct. 8th |
| To United States via Suez Canal | Oct. 10th |
| To India | Oct. 21st |
| To South Africa | Oct. 21st |
| To Australia | Oct. 21st |
| To Canada | Nov. 8th |

CHINA PARCELS EXPRESS.

OFFICE—3, DUDDLE STREET.

Hongkong, 7th October, 1904. [116]

MINISTERING CHILDREN'S LEAGUE.

A BAZAAR will be held on SATURDAY,
October 22nd, on the VOLUNTEER
PARADE GROUND, (kindly lent by Major
Pritchard and the Officers, Hongkong Volunteer
Corps) from 2 to 5 P.M.Toboggan Slide, Dramatic Entertainment
and Children's Play.The proceeds will be given to the Victoria
Home and Orphanage, the School for Blind
Children, and other Charities.Tea: Adults 20 Cents; Children 5 Cents.
Admission Free.By kind permission of Major Caulfeild and
Officers, 110th Maharashtra Lt. Inf'y, the Band
will play during the afternoon.NO CHITS TAKEN.
Hongkong, 14th October, 1904. [1134]HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.TIME TABLE
(on and after 1st October, 1904.)

WEEK DAYS.

6.45 a.m. to 7.00 a.m. Every 15 minutes.

7.30 a.m. to 8.00 a.m. Every 10 minutes.

8.00 a.m. to 8.30 a.m. Every 15 minutes.

8.30 a.m. to 9.30 a.m. Every 10 minutes.

9.30 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.30 p.m. to 4.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 7.00 p.m. Every 10 minutes.

7.00 p.m. to 8.00 p.m. Every 10 minutes.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m.
every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 9.30 a.m. Every 10 minutes.

9.30 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

12.00 Noon to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 2.00 p.m. Every 15 minutes.

2.00 p.m. to 3.00 p.m. Every 10 minutes.

3.00 p.m. to 4.00 p.m. Every 15 minutes.

4.00 p.m. to 5.00 p.m. Every 10 minutes.

5.00 p.m. to 6.00 p.m. Every 15 minutes.

6.00 p.m. to 7.00 p.m. Every 10 minutes.

7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the
Company's Office, ALEXANDRA BUILDINGS,
Des Vaux Road Central.JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 1st October, 1904. [1094]

ROBINSON PIANO
COMPANY, LIMITED.NEW IRON -
FRAMED -
PIANOS

\$425.

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HIRE OR CREDIT.

TALKING -

MACHINES.

AN ACTUAL REPRODUCTION OF

THE HUMAN VOICE.

Hongkong, 14th October, 1904. [1095]

W.R. AND CRedit.

According to a telegram from Berlin a loan of \$250,000,000 is presently to be made to Russia by a syndicate of German bankers. It will be interesting to learn on what terms the loan is to be issued, for the figures will throw light on the relation of war to credit in modern times, a relation about which some misconception exists.

A Latin poet has told us that money does not smell of its source (*pecunia non olet*), and in our own days the assertion that money has no sentiment is seldom challenged. The notion that the Rothschilds or other great financiers in Europe or the United States might be influenced in their investment or speculation by political sympathies would ordinarily be scoffed as preposterous. Yet bankers are human beings and nothing is more certain than that they are often prompted by patriotic or friendly motives to take risks of which their judgment, if unbiased by feeling, would disapprove. In no other way can we explain the comparative ease with which a Government in time of need can borrow money from its own subjects or citizens, when similar accommodation from foreigners is scarcely attainable on endurable terms. Memorable examples of a willingness to let patriotic consideration outweigh the dictates of prudence were afforded by the New York bankers at more than one critical conjuncture of our civil war.

Not only patriotism but friendship sometimes in finance. There was much more sentiment than business in the consent of French manufacturers to sell on credit arms and ammunition, and of French bankers to lend part of their capital, to the United States during the first twenty months of the Revolutionary War, when as yet it was yet doubtful whether the Government of Louis XVI would enter into a formal alliance with the new born American republic. No reasonable person will pretend during the last few years Russian borrowers could have extracted from Frenchmen, normally tight-fisted, loan after loan, the aggregate of which is put at \$400,000,000, but for the enthusiasm with which patriotic bankers welcomed a political league which seemed to secure to their beloved France national rehabilitation. Nor is it for a moment disputable that the German financiers are now, as they long have been, so keenly sensible of the expediency of helping a probable friend of their country, and of withholding help from a probable enemy, that their agreement to lend Russia \$250,000,000 would be inconceivable were they not assured that such a course would meet with their sovereign's hearty approval.

The announcement that the Berlin loan to Russia will not be made until after the fall of Port Arthur, which is taken for granted, invites attention to the interesting fact that the inclination of bankers to lend to a belligerent does not always rise or sink with his immediate success or failure. It is true that during our civil war the credit of our Federal Government was with clocklike regularity diminished or increased according as defeat or victory attended our armies in the field. So, too, in the last contest between France and Germany the price of French Government stock was a barometer of the country's military fortunes. At the outbreak of the Boer-war British consuls stood at 113, and as long as an easy and speedy victory was counted on they did not fall below 100. Yet in the summer and autumn of 1899 they lost some eight points, and as disaster followed disaster they continued to sink, until they touched 88. Compared with the experience of British consuls, the Russian four per cents have been steady. In May, 1903, when as yet there was no apprehension of war in the Far East at St. Petersburg, or on any European Stock Exchange, the Russian four per cents stood at 10, but they gradually declined until on February 9th, 1904, when Japan announced the suspension of diplomatic intercourse, they sank to 93. On the news of Russia's first naval reverses they dropped to 90, but in spite of repeated discomfiture on sea and land they have remained firm at or about that point. Even after the naval battle of August 10th which certainly was a victory for the Japanese, the Russian four per cents were 91. This, although far from being able to justify the boast made as lately as last May, that Russia would be able to prosecute the war for at least a year without having to make a loan, the St. Petersburg Government has been forced to borrow not only of its own subjects, but in France; and now, as we see, is obliged to appeal to Germany.

Very different has been the fate of the Japanese five per cents. In May, 1903, they stood at 105, but so little faith had onlookers in Japan's ability to withstand the colossal power of Russia that in proportion as war grew imminent the price of Japanese fives declined until on February 9th, 1904, when the war began, they had sunk to 80. Strange to say, instead of rising when the news of Japan's first successful torpedo attack was received, they sank to 69. Subsequently there was a gradual recovery, until after the naval battle of August 10th, when Japanese fives remained for some time at 69—still two points, it will be observed, below Russian fours. How much better is the credit of defeated Russia than that of victorious Japan has also been shown in a humiliating way by the fact that only by mortgaging her customs revenue has Japan been able to obtain a small loan at 6 per cent.

The truth seems to be that while sympathy has played a great part on Russia's side among French investors, it has proved to be a negligible quantity so far as the bankers of Great Britain and the United States are concerned, although those countries contain most of Japan's foreign well-wishers. When the Tokyo Government applies for a loan British and American financiers disregard its military and naval achievements and fix their eyes exclusively on the tremendous discrepancy between its natural resources and those of its antagonist. The pregnant fact that Russia's revenue before the war was about seven times as large as Japan's overtops all other considerations in the minds of business men.

Intimation.

Although they may appreciate the gallantry of the Japanese, and concede the justice of the cause for which the Mikado is contending.—
W. Y. Sun.

ALLEGED TRADING IN WOMEN.

EXTRAORDINARY DETAILS OF THE
KIDNAPPING OF A VICTIM.

At Singapore last week, Wong Tuck and Fung Tek were before Messrs. Howard and Colman on the charges of trafficking in women previously described.

The cross-examination of the woman Low Ah Yow was resumed. She had left Canton to purchase oil cloth at Hongkong so that she might be able to make a living by making up hoods and aprons for rickshaws at Canton. She had not inquired if this was purchasable at Canton. She had only \$1.20 in her possession. When she reached Hongkong she landed alone and the defendants caught her, gagged her and took her to a lodging house where she was kept in a room for six days, the two men remaining with her all the time, except on two occasions when she was allowed to go to the Chinese Protectorate, and to have her photo taken. On these occasions she was accompanied by a boy from the lodging house. On neither of these occasions did she attempt to disclose to any one her peculiar position. Even at the Protectorate and before an official she made statements which were untrue. Her silence and the making of these avowals injurious to her reputation were the result of the instructions she had received from the defendants who she declared had put her in a state of fear she could not shake off. When she went on board the *Artoon Aspar* it was in the belief that she was to be taken back to Canton, and it was because she was so promised that she held her tongue. All through she averred that she was terrorized by the defendants. When she came to Singapore she said nothing about her abduction until she saw Mr. Bailey a second time. The case stands postponed till Tuesday next, says the *Straits Times*.

COMMERCIAL.

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Hongkong, 8th January, 1904.

[45]

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MARMITWORK.

Hongkong, 3rd May, 1904.

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Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$10 per annum.

WEEKLY—\$18 per annum.

The rates per quarter and per month, proportional to the daily issue so delivered free when the addressee is accessible to messenger. On copious copy sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 10 cents per quarter.

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The Hongkong Telegraph

HONGKONG, WEDNESDAY, OCTOBER 19, 1904.

OUR UNPAID ARMY.

On Friday morning the Hongkong Volunteers go into Camp, at Stonecutters' Island East. It is expected that at least 300 men will go under canvas, and a healthful ten days' sojourn on the grassy slopes will doubtless improve them bodily and mentally. Such must be the outcome, for we can speak of many similar experiences. Our "Unpaid Army" has excited ridicule in uninformed, continental, and otherwise ignorant circles; but the fact remains that "we are," and intend to remain the commerce rulers of the world. This is not Jingosism. Rockbed tells, and there can be no doubt regarding the thoroughness of the training our citizen army will get. There is no soldier like an old soldier, and old Highby is not conceding points. To-morrow evening, a launch will leave Murray Pier with the gallants, at half-past four. We may rest assured that our khaki boys will not be left behind. Apart from sundry entertainments already arranged, the soldiers will be hailed from militarism to refreshment through the medium of Quarter-Master Sergeant Cotton, who runs the canteen. More anon.

BELGIAN "PUSH."

In another column of this journal will be found a report of the third annual shareholders' meeting of the Chinese Engineering and Mining Company, Limited, held in London, said Company having now its actual headquarters at Tientsin. The origin of the concern is well known to all speculators in the alleged glorious Orient. The mental parturition of Tong King Sing, probably the only really enlightened man China has given us,—at any rate, in the light of latter-day merchants,—the Company—declared a dividend acceptable to men who remain at home, and buy stocks, as we might buy impending cattle shipments. The Company as it now stands is the outcome of the joint manoeuvring of Mr. H. C. Hoover, and the Chevalier de Wouters, erstwhile Belgian Consul in Shanghai, and was a fitting finale to Belgian introduction to matters Oriental. Such details as the change of direction in the once British-managed Hanyang Iron Works, on the Yangtse, the building of the Lu-Han Railway, and the more recent contumacious in regard to the Canton-Hankow Railway, will show that the Belgians are here to do business. Although a certain potentate described their country as "only one big town," yet they have more commercial spirit than any of our continental competitors. The thin end of the wedge was secured, with the formation of the now nominally British C. E. and Mining Co., Ltd., when British engineers were replaced by Belgians, and the Sino-Belgian Bank established. Though the services of the British old hands in Tongshan and Linsi had to be recovered, to recoup King Leopold for his investments,—money laid out as "profit" from the Congo,—there remains one cardinal fact, and that may be reduced to a simple query, i.e.: "Does the British government promote the interests of British traders, with the same open-handedness and apparent fearlessness displayed by other Powers?" We think not. But there must come a time when Britshers will regard Hongkong, Singapore, etc., as annexes to the homeland, and not conveniences for adventurers.

LOCAL AND GENERAL.

A CHINAMAN was found in possession of 23 tins of opium not covered by a valid certificate, last night. As it was his first conviction Mr. Kemp let him off with a fine of \$200.

H.M.S. *Glory*, flagship of Admiral Sir Gerard Noel, K.C.B., Commander-in-Chief of the Far Eastern Squadron, with the Admiral on board, is due to arrive in Hongkong on Friday next.

THE engagement is announced, and the marriage will shortly take place, between the Rev. Frank Child, missionary, of 26 Bonham Road, and Miss Alice Beatrice Sutton, of Norwich, Norfolk, England, who is now on her way out to this Colony.

The Bible Society's agent in China has ordered a special edition of 10,000 Gospels in Cantonese Colloquial, Easy Wenki, and Mandarin, for distribution among the coolies who are being recruited for the Cape.

THE King, it is announced in the *Gazette*, has been pleased to appoint Frederick S. A. Bourne, Esq. (Assistant Judge of His Majesty's Supreme Court for China and Corea), to be also Judge of His Majesty's High Court of Well-wai-wei.

Two Chinese in the employ of certain contractors obtained permits to remove loose stone from Ping Chau Island, but not finding enough they started blasting operations. For this illegal use of dynamite Police Constable Councill arrested them, and placed them before Comptenz this morning, who fined them each \$50.

The Postmaster-General (London), replying to a correspondent, invites the opinion of private individuals with regard to the introduction of the "cash on delivery" system, and adds that the evidence which he has obtained from abroad clearly indicates that the system is likely to meet in many ways the convenience of all classes of the community.

A REMARKABLE coaling feat was accomplished on Aug. 30 by the cruiser *Grafton*, flagship of the Pacific Station, at Esquimalt. Her crew, using shallow baskets only, put on board 600 tons of coal at an average of nearly 195 tons an hour. Two years ago the ship's best performance was 80 tons an hour. She is now believed to have established a world's record for a vessel of her size coaling in similar conditions.

CONSTABLE Hutchinson placed a burly jumaster before Mr. Comptenz this morning to answer to three charges. The first was with sailing his junk at night in the waters of the harbour without exhibiting the regulation light; the second, for refusing to produce his licence to the Police when stopped and ordered do so; the third with offering a bribe of \$1 (in ten cent pieces) to constable Hutchinson, to "let him go." First charge, \$5 or 14 days' second, \$2 or 4 days'; third, one month's hard labour without the option of a fine.

ALL doubt of the whereabouts of Princess Louise of Coburg has been removed. She is in Paris, though her actual address is not disclosed. Dr. Sudekum, a German Socialist deputy, in whose house in Berlin the princess stayed for four days, and who afterwards accompanied her to Paris, has published an account of the journey, which was made partly by motor-car and partly by train. The greatest precautions were taken to hide the identity of the party, but Lieut. Mattacich was nevertheless recognised on the train by an attendant, who, however, did not make public his knowledge.

THE *Stepnoi Krai* states that in the Kokchetav district in the Skomlinsk territory, an immense undertaking is in course of being carried out. Messrs. Brand Bothers are erecting there, at a cost of five hundred thousand roubles, a tinned mutton factory, with a department for dealing with blood, fat, skins, and bones, and for the production of tin cans. The factory will be opened in October, and has to provide two hundred thousand pounds of tinned meats in the shortest possible time for the use of the Manchurian Army. The capital is being advanced to the promoters of the concern by an English firm.

M. Chailley Bert, one of the most distinguished authorities in France on colonial expansion, whose books on comparative colonization, moreover, are known all over the world, visited India four years ago in order to study British methods of peacefully ruling subject races. He has started again for the East, having left by the P. and O. steamer *Oceanus* for India on September 9. The administration of Lord Curzon has aroused the liveliest interest, and evoked real admiration at the Colonial Office here. At this moment, when France is so strenuously planning the unification of her African possessions, the new mission of so eminent and practical a student as M. Bert has been happily timed.

GANDA, more than any of the other colonies, adopts very practical methods of self-advertisement. A typical instance is its offer to distribute to English schools maps and printed information concerning the Dominion. The coming exhibition at Toronto is another example of enterprise in the same direction, and in London Canada and its products and attractions are much more prominently before the public than Australia or the Cape. Tasmanians are now taking the lesson to heart, though they have begun very modestly, by Forwarding a sum of money for the decoration of two of Lord Grey's Trust public-houses with photographs of the country, which they hope will be seductive enough to induce emigration.

THE recent demonetization of the British and American dollars is still causing some little trouble in Sumatra. The Plasters Committee have just forwarded the following circular to all the members of the Deli Planters' Association, and every effort is being made to introduce the Straits dollar as the current coin in Sumatra:

Medan, 24th Sept. 1904.

"As the Mexican and British Dollars have ceased being legal tender in the Straits Settlement, in consequence of which the value of these dollars has fallen and the export of new dollars is allowed, by which it is possible to use these new Straits Dollars here now, the undersigned think it right and desirable to fix all wages and make all further payments in dollars of the new issue. In connection with the above we beg to state that we propose to start on the Straits Dollars on all the posts under our management, and crave your consideration of this to do the same."

The engagement is announced, and the marriage will shortly take place, between the Rev. Frank Child, missionary, of 26 Bonham Road, and Miss Alice Beatrice Sutton, of Norwich, Norfolk, England, who is now on her way out to this Colony.

THE QUARRY BAY MAN-SLAUGHTER CASE.

ACCUSED UNANIMOUSLY ACQUITTED.

The Chief Justice (Sir Henry Berkeley) resumed his seat at the Criminal Sessions this morning, at half-past ten, when the hearing of the charge of manslaughter against Thomas Hynes was continued.

Mr. Calthrop again appeared on behalf of the Crown, and Mr. H. E. Pollock, K.C., defended.

Dr. J. M. Atkinson, Principal Civil Medical Officer, was called for the prisoner, and said that if the deceased coolie had eaten four bowls of rice between noon and one o'clock on the day in question, there would still be rice in the stomach between four and five p.m., and if the stomach was distended, as evidence had shown it was, the spleen, enlarged, would be more likely to rupture.

Cross-examined:—If rice had been taken by deceased between noon and one o'clock there would not be sufficient in the stomach to cause distension between four and five p.m. Rupture of the spleen might be caused by a fall, and not necessarily by coming into violent contact with a hard substance. mere distension of the stomach by food would make rupture more liable.

His Lordship:—Can the spleen be ruptured by any means other than a blow, or a violent concussion of the body? Is there such a thing as spontaneous rupture of the spleen?

Dr. Atkinson:—No. It must be either caused by a blow or a fall.

His Lordship:—No amount of consumption of food and distension of the stomach will cause the spleen to burst?

Witness:—No.

His Lordship:—There must have been some jolt or jar?

Witness:—Yes.

Mr. E. B. Smith, head foreman at the docks at Quarry Bay, and who was formerly in the Naval Yard Police, spoke to knowing Hynes as a hardworking and sober man. In his habits he was most quiet and inoffensive. Witness knew the deceased as a man of sickly appearance, and one who had frequently to be remanded for laziness.

Mr. R. Hudson, a district Inspector in the Sanitary Board, and who was formerly regimental sergeant-major in Damant's Marine, spoke to knowing the accused in 1901, at the time he (accused) was employed in the Field Intelligence Department. At the close of the war, prisoner joined the Traveaval Police, and was constantly under the notice of witness, in his capacity of Police Inspector. Prisoner was a particularly quiet and inoffensive man—sober and reliable.

Mr. Pollock, addressing the jury for the defence, put in as evidence the prisoner's discharges, all showing him to be a man of good character. His discharge from the South African Police was by his own purchase. Counsel, by permission of His Lordship, read an extract from Taylor's Medical Jurisprudence, to prove that such a thing as spontaneous rupture of the spleen had been known to occur. Continuing his defence, Mr. Pollock discredited the evidence of the Chinese called by the prosecution, and said that it was unreliable not in small matters of detail, but entirely. Probably the gentlemen of the jury had not had such an experience of the Chinese as he had. There could be no doubt in this case, that the Chinese intended to get the accused into trouble, and deliberately set themselves to the task of fixing the couple's death upon the prisoner. They regarded the corpse as a valuable asset, saying to themselves, "If we make things black against this man, a large sum of money will be paid in respect of our comrade's demise." In conclusion, Mr. Pollock animadverted upon the excellent character of the accused, and said that the prosecution had failed to prove that the prisoner administered a blow in such a way as to cause the death of the deceased.

Mr. Calthrop replied for the Crown, dealing with the testimony adduced on both sides.

Referring to spontaneous rupture of the spleen, he recognised the authority cited by Mr. Pollock, but observed that the case was reported in 1842, and nobody seemed to have heard of a case since.

His Lordship, in summing up, lucidly defined the law as regards manslaughter. He said that if a man was suffering from a disease which would in all probability cause his death shortly, and another man gave him a hurt which hastened his death, that other man was in English law guilty of manslaughter, if such hurt was given in an unlawful manner. It was contrary to English law to urge a man on to his work by giving him a "poke," as Mr. Pollock had suggested was done in this case, but the real question for them to decide was, whether the facts brought forward by the Crown were such as could be accepted as proof that the accused man committed an act which would bring him within that principle. They must satisfy themselves that the accused did an act towards the deceased, which hastened his death, he being at the time in a state of health such as must terminate fatally before long. His Lordship continued at some length, and dealt with the possibility of exaggeration in regard to Chinese deponents, earnestly impressing upon the jury the necessity of carefully studying the evidence given before them by the Chinese. Bearing in mind the medical evidence, it seemed to him that if the deceased was suffering from a diseased spleen, and had to be carried three miles in a ricksha, a springless vehicle, over a rough road, it was likely and possible that the rupture was caused by the jolting. It was significant that the deceased did not cry out, until he had travelled three miles in this ricksha. The verdict resolved itself into a simple question: Did the accused unlawfully strike the deceased in such a manner as to cause death?

The jury retired to consider their verdict and after an absence of ten minutes returned with a unanimous verdict of not guilty.

His Lordship said he concurred with the finding. He discharged the prisoner, but urged him to be very careful in future as to pushing people.

The acquittal of His Lordship, and left the Court with his friends.

CHINESE ENGINEERING AND MINING CO.

The third annual meeting was held on 13th ult. at Winchester House, London, Mr. W. F. Turner presiding.

The Chairman said that the net profit for the year under review, after providing for debenture interest, was £115,383, which was equal to 11% per cent. of the share capital. The sales of coal for the year showed an advance of 233,000 tons, and in the current financial year—from the beginning of March to the end of last month—the sales were 37,500 tons more than in 1903. Referring to the harbour works at Ching-wang-tao, he stated that the rubble slope on the outside of the breakwater had been completed, and that the reinforcing of the breakwater with steel joists was making good progress. The advantages offered by the port had been recognised in connection with the shipment of coolies from North China to the Transvaal. Having alluded to the resignation of Mr. Wynne, who had rendered good service to the company, and the appointment of Major Walter Nathan, who was fully qualified for the post of agent and general manager in China, he said that the question might naturally arise in the minds of some shareholders as to how the war between Russia and Japan had affected the company. The Japanese forces having held command of the sea from the outset, the coal trade of Japan had proceeded without interruption, while the outlets for the company's coal at ports in the Gulf of Pechili, which were in the possession of the Russians, had been closed. It was the more gratifying, therefore, to find that the increase in the sales for the current year was not due to any temporary cause. Reference was made at their last annual meeting to an action in

TELEGRAMS.

THE WAR.

(Reuters.)
THE WARNING OF THE "PETERBURG" AND "SMOLENSK."

Worse than Liacyang.
LONDON, 17th October.
Reuter's correspondent with the Russian western army wired, on the 15th instant, that six days fighting, exceeding in ferocity than at Liacyang, had resulted in the continued retirement of the Russians. The Japanese were now driving a wedge into the Russian centre. The terrific bombardment had caused a heavy storm of rain and hail and the battlefield had become an impassable morass in which both armies were stuck.

LATER.

General Sakharoff reports that the Russians, after desperate fighting yesterday, drove the Japanese from a hill on the southern bank of the Shaho, capturing 12 guns.

Winter Clothing.

Japan is placing large orders for army winter clothing with South Scotland manufacturers.

The Russian Baltic Fleet.

The Baltic fleet coaled yesterday from three steamers in the Great Belt.

Obituary.

The death is announced of Princess Asturias, the Heiress Presumptive to the Spanish throne, in childbirth.

COLLISION IN THE HARBOUR.

Last night, about half-past eight a launch and sampan collided in the harbour near Jarдин's wharf, by reason of which the latter was capsized and the occupants were thrown into the water. It appears that Mr. F. E. Sloan, residing at Carlton House, had been on board the s.s. *Kwong Sang*, and after his visit engaged a sampan to return to the shore, the chief officer of the *Kwong Sang* accompanying him. When they were nearing the wharf the steam launch *Yut Sam*, Chinese-owned, collided with the sampan and caused her to capsize, the occupants, consisting of the two passengers mentioned, and the sampan owner, with his wife and two children, one an infant strapped to its mother's back, being thrown into the water. Other sampans passing at the time picked them all up, and the launch took them to the wharf, towing the capsized sampan with her. The chief officer of the *Kwong Sang* disappeared from view for some time, being completely covered with the sail of the capsized sampan, and, when released, after ascertaining that he had lost none of his personal effects, he returned to his ship for a change of clothing. Mr. Sloan, however, was not so fortunate as when thrown overboard, he lost in the water his pocket book containing \$30 in notes, his passage ticket to Shanghai and some valuable papers and certificates. There were no lives lost, but the sampan people lost all but a few articles which floated, and were thus secured. The usual inquiry into the occurrence will be held.

THE S.S. "HAILOONG'S" MISSION.

EXPLORATION OF LINCOLN ISLE.

A contributor, on board the s.s. *Hailoong*, on her recent trip to the Bombay shoals with the salving party for the s.s. *Baron Gordon*, sends us the following account of the *Hailoong's* mission:-

On the 5th inst the *Hailoong* started on her voyage to try and float the *Baron Gordon*, which steamer, it will be remembered, is "perched" on the edge of the Bombay Reef. On approaching the Paracels, it was blowing a stiff breeze, so the *Hailoong* found a snug anchorage off Lincoln Isle which is situated about 40 miles from the Bombay Reef. The next morning, as the weather was unpropitious for salving, an expedition was formed to explore Lincoln Isle. After much difficulty, a landing was effected on the coral reef which entirely surrounds the island. The first thing that strikes the eye, is the profusion of beautiful shell lying around of varied shapes and sizes and coloured with the most beautiful tints from Nature's colour-box. Coral was also found in abundance thrown up on the sand by the sea. We also met with many turtle spoor and saw turtle in the sea, innumerable shell-fish also abound here, and hundreds of birds hovered around so close to us that we had to knock them down with sticks, much to the delight of the Chinese sailors who eat this species of gull. When we returned to the ship, it was found that those on board had made a fair haul of fish. But enough of Lincoln Isle. When we arrived at the *Baron Gordon* wreck, it was decided to send off a boarding party, in spite of the dangerous looking surf, so Capt. Watson, Mr. Buchanan and Chief Officer Watson, with four sailors set off, and on nearing the surf the boat and its occupants were hurled heavily upon the reef breaking the boat's back, the crew by a miracle escaping with their lives, sustaining but a few bruises. Eventually two days later an opening was discovered leading into the inner lagoon; so Capt. Crocker, with Messrs. Jameson, Boyd, Waters and Watson, accompanied by a portion of their salvage crew, pulled off in the *Hailoong's* life boats to board the *Baron Gordon*. This entrance is several miles from the wreck, and as there was a strong tide it took several hours to accomplish and entailed much hard labour; in fact, it was both weary and "thirsty" work. Mr. Jameson and party were on board the *Baron Gordon* some days, the *Hailoong* being in attendance signally to the party from time to time. After a thorough survey the wreck was abandoned. The party returned to the *Hailoong* on the 15th inst., and she proceeded at once to Hongkong, arriving here in due course (today the 17th inst.).

THE WAR.

ABATEMENT OF NOISES IN DWELLING HOUSES.

At the meeting of the Sanitary Board yesterday, the following letter from Mr. Rumjahn was read:-

I send you herewith a copy of the *Sanitary Record* of the 21st September last. On page 209 under the heading "Legal Proceedings to Prevent Nuisances" it will be observed (inter alia) that in *Russell v. Shentia* (1. L. J. Q. B. 269) it has been held that the occupier and not the owner of premises is *prima facie* liable to the repair of drains and sewers when a nuisance occurs.

It will be remembered that in one of the Sub-committee meetings held at the end of last year I advocated the change of our procedure as to the abatement of nuisance arising from defective and the choking of downpipes and drains by calling upon the occupier or tenant, instead of the owner, to remedy the same in order that nuisances might be more expeditiously abated and the work of the officers concerned lessened.

Under the present regime, when a downpipe or trap is choked or broken, the inspector by whom the nuisance is discovered leaves a memorandum addressed to the owner with one of the occupiers, to forthwith abate the nuisance.

It is needless to say that the memorandum seldom reaches the owner. The Inspector on his re-visit of the premises the next day or later finds the continuance of the nuisance and reports the case to the Senior Inspector of the District, who, on being satisfied of the existence of the nuisance, notifies the Secretary of the Board. The Secretary directs a search to be made in the Land Office for the name of the owner, whose address is then ascertained, either at the Treasury or the Registrar-General's Office. A notice is then made out calling upon the owner to abate the nuisance within a specified time.

Thus days often elapse before a trivial choking of a downpipe or trap can be remedied. It frequently happens that as soon as the nuisance has been abated by the owner, on receipt of the notice, the household refuse, instead of being consigned to a dust box, is swept into the downpipe or trap, in consequence of which the Inspector on a re-visit finds the downpipe or trap still choked, and a further report is made to the Secretary that the nuisance continues unabated. Prosecution then follows.

In many instances, the tenant, in his endeavour to cleanse the downpipe and trap, rams a bamboo into them breaking one of the caps of pipe or the bottom of the tray, and the same procedure as detailed above takes place. As the occupier or tenant is the author of this nuisance he should be proceeded with, as held in the case cited.

The advantages to be derived from the adoption by the Board of the ruling of this case are:-

(1). The occupier being the person by whose act, default or sufferance the nuisance is created or allowed to continue, if looked upon for abatement, would endeavour to collect the household refuse and deposit it in a dust box (now an ordinary kerosene tin is allowed to be used as a dust box) instead of allowing it to be washed into the downpipe or drain.

(2). In the event of the choking of downpipe or trap the nuisance can be abated by one of the occupiers in the presence of the Inspector by whom the nuisance is discovered in less time than it takes that officer to make out his memorandum or to report the case to his senior; and in the case of leakage or broken condition of the pipe or trap twenty-four hours would be an ample time for the occupier to abate the nuisance, which would otherwise continue unabated for days under the present regime.

(3). If the wrong-doer is punished a reduction in this class of nuisances will result, damage to downpipes and traps will be less frequent, and the work of the Sanitary Department lessened.

I may add that our law relating to the abatement of this class of nuisances sect. 29 of the Public Health and Buildings Ordinance, is on all fours with that of England (see sect. 93 of the Public Health Act 1875); as a matter of fact, ours has been copied verbatim from the English text.

Mr. Pollock minutes that the case cited by Mr. Rumjahn was a civil case, but he agreed with that gentleman that an improvement of the procedure was necessary.

The President stated that instructions had been given to Inspectors to serve notices on the occupiers if they could be found, but it would be a difficult matter to do so. Owners of houses must be held responsible when the guilty persons could not be found. Inspectors could not be expected to visit a floor to find out who committed the nuisances.

Mr. Rumjahn contended that it was exceedingly simple for the Inspectors to make the occupiers of a floor abate the nuisance, as according to the definition of the word "occupier" any one who was in actual possession of the premises, i.e., any one not a visitor, but a lodger, was an occupier. It was within the right of Inspectors to call upon any person who lived in the floor to abate the nuisance forthwith.

The President said he was afraid the work of the Inspectors would be much more difficult if they had to go into the floor to find out the responsible person. They would never get through their work. The case cited by Mr. Rumjahn as pointed out by Mr. Pollock was a civil case.

Mr. Rumjahn said although a civil case, the principle involved was the same. According to the ruling of the case guilty persons were held responsible; whereas in the Colony the guilty were allowed to perpetuate nuisances without hindrance and the innocent made to suffer. As regards the fear that the work of the Inspectors would be rendered more difficult he pointed out that their work would be rendered simpler and nuisances could be stopped on the spot. If the Inspectors' order for abatement was not carried out it would be right and proper to prosecute any of the occupiers found on the floor. It was his opinion that owners of houses who had been prosecuted and convicted would have the convictions quashed on appeal to the Higher Court.

CHARLES Sargent, the inventor of the chain principle as applied to bicycles, has died in Paris at the age of 73. Despite his numerous inventions and improvements in the steering gear of bicycles and motors, which are now being utilised the world over and should have brought him fortune, Sargent, who had for some time been paralysed, ended his life in extreme poverty. The last few months were passed by him in a sort of coma, and only when one talked to him on the subject of bicycles or motors would he suddenly arouse himself. He would then produce his papers showing the patents of his inventions. These comprised the tandem bicycle, the folding invalid chair, the mechanical merry-go-round and many other appliances. Lately his daughter, a poor woman with three young children, had kept house for him and tended him with pathetic devotion. The home, however, was almost bare, nearly everything having been sold to buy food for the family.

THE CANTON MURDER CASE.

FINDING OF BOARD OF INQUIRY.

We received this morning the following copy of the finding of the Board of Inquiry into the cause of the death of the third compadre of the C. N. Co.'s s.s. *Kauu* under circumstances already fully reported in these columns:-

Canton, 17th October, 1904.

We, the undersigned, Wen Tsung-yao and Kao Erh-kien, Directors of the Bureau of Foreign Affairs, Shen Chuen-ji, Prefect of Kwang Chow Fu, Fu Yu-mai, Nam Hoi Magistrate, and F. D. Cheshire, United States Consul-General, Canton, after carefully weighing and considering the testimony adduced at the Court of Inquiry into the cause of death of the third compadre of the s.s. *Kauu*, on the 26th day of September, 1904, have arrived at the following conclusions:-

1. That the said compadre came to his death by drowning on the 26th of September, 1904, by being thrown into the creek from the s.s. *Silk*, to place some moulds on board.

The launch is kept for the use of the dock foremen requiring to go to the vessels in the harbour, and the coxswain takes instructions only from them. On the date in question he was also taking some boiler-makers to the s.s. *Australian*, and told the coxswain to wait alongside the *Silk* while he transacted his business there before proceeding to the *Australian*. He was about a quarter-of-an-hour over his business, and when he returned to the gangway he found the launch was not there—it had gone over to the *Australian* without his orders, and he had to wait over ten minutes before it came back. On going on to the launch he asked the man what he meant by disobeying his orders. The latter said something impudent in Chinese, and defendant went forward to lay hold of him and shake him, but he did not touch the man as he jumped up and kicked witness and ran at him with hands extended. In self-defence he gave him a blow with his hand on the face. The coxswain thereupon ran aft, and seizing a shovel came back at him with the shovel upraised. Defendant then hit him, and he fell overboard. He said that the coxswain was always quarrelsome, and giving trouble. The carpenter of the launch then testified that the coxswain did not commit any assault and never at any time on that occasion had any kind of weapon in his hand. This witness gave his evidence with a strong bias against the first defendant, and the latter said nothing impudent in Chinese, and defendant went forward to lay hold of him and shake him, but he did not touch the man as he jumped up and kicked witness and ran at him with hands extended. In self-defence he gave him a blow with his hand on the face. The coxswain thereupon ran aft, and seizing a shovel came back at him with the shovel upraised. Defendant then hit him, and he fell overboard. He said that the coxswain was always quarrelsome, and giving trouble. 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Shipping Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.
JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

| FROM | STEAMERS | DUE |
|--|-------------------|----------------|
| GLASGOW and LIVERPOOL | "AGAMEMNON" | 21st October. |
| GLASGOW and LIVERPOOL | "PYRRHUS" | 27th October. |
| GLASGOW and LIVERPOOL | "YANGTSE" | 29th October. |
| GLASGOW and LIVERPOOL | "DARDANUS" | 5th November. |
| GLASGOW and LIVERPOOL | "NINGCHOW" | 11th November. |
| S.S. "AGAMEMNON" left Singapore at daylight on the 16th inst., and is expected here at daylight on the 21st. | | |

HOMEBWARDS.

| FOR | STEAMERS | TO SAIL |
|---|----------------|---------|
| *GENOA, MARSEILLES & L'POOL "ACHILLES" | 20th October. | |
| LONDON, AMSTERDAM & ANTWERP "PINGSUEY" | 25th October. | |
| LONDON, AMSTERDAM & ANTWERP "MACHAON" | 8th November. | |
| LONDON, AMSTERDAM & ANTWERP "JASON" | 22nd November. | |
| *GENOA, MARSEILLES & L'POOL "AGAMEMNON" | 22nd November. | |
| * Taking Cargo for Liverpool at London Rates. | | |

TRANS-PACIFIC SERVICE.

| FOR | STEAMER | TO SAIL |
|---|-----------------|---------------|
| VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA | "YANGTSE" | 1st November. |
| For Freight, apply to | | |

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 17th October, 1904.

CHINA NAVIGATION CO., LIMITED.

| FOR | STEAMERS | TO SAIL |
|--|-------------------|---------------|
| MANILA | "TEAN" * | 25th October. |
| SWATOW, CHEFOO and TIENSIN | "KANSU" † | 27th " |
| CEBU and ILOILO | "KAIFONG" * | 27th " |
| POR DARWIN, THURSDAY ISLAND, COOTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE | "TAIYUAN" * | 27th " |
| SHANGHAI | "WOOSUNG" † | 29th " |

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtse and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 19th October, 1904.

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Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

| Steamship. | Tons. | Captain. | For | Sailing Date. |
|--------------|-------|--------------------|-----------------|---------------------------------|
| RUBI | 2540 | R. W. Almond | AMOY and MANILA | SATURDAY, 22nd Oct., at 10 A.M. |
| ZAFIRO | 2540 | R. Rodger | MANILA (DIRECT) | SATURDAY, 29th Oct., at 10 A.M. |

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 19th October, 1904.

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PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

| Steamship | Tons | Captain | To Sail on |
|-------------------|-------|---------------|---------------------|
| "NUMANTIA" | 4,370 | Brehmer | October 27th, 1904. |
| "ARABIA" | 4,483 | Bable | November 19th, " |
| "ARAGONIA" | 5,198 | Schuldt | December 13th, " |
| "NICOMEDIA" | 4,370 | Wagner | January 9th, 1905. |

Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

15) ALLAN CAMERON, General Agent.

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING,"

Captain Page, will make an EXCURSION TRIP TO MACAO, on EVERY SUNDAY, leaving the Company's wharf at the end of Wing Lok Street, at 8:30 A.M., and returning from Macao at 7:30 P.M.

The Steamer will lay alongside the S.S. *Perserverance*'s wharf at Macao.

FARE:

1st Class Single Ticket \$2.00, with Cabin \$3.00

Return" \$3.00, " \$5.00

Tiffin and Dinner may be had on Board at \$1 each meal.

YUK ON & CO., LTD.

S. A. NORONHA,

Macao Agent.

Hongkong, 22d September, 1904.

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HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"

Captain E. J. Page, of 1,068 tons, Registered, is the newest, fastest and most luxuriously furnished steamer on the line and is lighted throughout with Electricity hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class" \$3.00 for Single Journey.

2nd" 1.50 " "

Meals" 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON & CO., LTD., No. 216, Wing Lok Street.

WENDT & CO., Canton Agents.

Hongkong, 24th June, 1904.

Shipping Steamers.

CHINA NAVIGATION COMPANY LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,

From 1st January, 1904.

ALSO REDUCED FARES TO

MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 1st February, 1904.

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Mails.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

TRAITS, CEYLON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND

LONDON.

(Through Bills of Lading issued for BATAVIA,

PERSIAN GULF, CONTINENTAL, AMERI-

CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"MALTA,"

Captain R. A. Peters, carrying His Majesty's

Mails, will be despatched from this for

BOMBAY, on SATURDAY, the 22nd October,

at Noon, being Passengers and Cargo for the

above, in connection with the Company's

S.S. *Britannia*, 6,525 tons, from Colombo,

Passenger accommodation in which vessel is

secured before departure from Hongkong.

Silk and Valuables, all Cargo for France,

and Tea for London (under arrangement) will

be transhipped at Colombo into the Mail

steamer proceeding direct to Marseilles and

London; other Cargo for London, &c., will be

conveyed from Bombay by the R.M.S. *Montgomerie*,

in London on the 4th December, 1904.

Parcels will be received at this Office until 4

P.M. the day before sailing. The Contests and

Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 8th October, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain T. Austin, R.N.R.

THIS Steamer departs from Hongkong on

Week Days at 7.30 A.M. and on Sun-

days at 8.30 A.M. Departs from Macao on Week

Days about 2 P.M. and on Sundays at 6.30 P.M.

FARES—Week Days, 1st Class, including

Cabin and servant, Single \$3; Return Ticket,

\$5; 2nd Class, \$1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the

following rates:—1st and 2nd Class, Single

For Sale.**FOR SALE.**

INCANDESCENT GASOLINE LAMPS
OF ALL DESCRIPTIONS,
from the best makers.
INCANDESCENT MANTLES,
CHIMNEYS,
GLOBES,
SHADES, &c.,
for
GASOLINE AND GAS LAMPS
at the most moderate prices.

Lamps fixed up for buyers free of charge.
Naphtha of the best kind kept in stock.

TAI KWONG CO.

Hongkong, 2nd May, 1904.

Intimation.**THE HONGKONG TELEGRAPH.**1, ICE HOUSE ROAD,
HONGKONG.CABLE ADDRESS.—*Telegraph, Hongkong.*

THE leading English Newspaper in China
Also widely circulated in Japan, Cochinchina, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement; when any effective style of type will be adopted.

This standard runs exactly eight lines to the inch, and about eight words to the line.

DOMESTIC OCCURRENCES;

Notices of Births, Deaths, and Marriages
in each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the *Hongkong Telegraph* Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBBING DEPARTMENT.

Job printing of all descriptions undertaken.

PROGRAMMES.**PAMPHLETS.****CARDS.****CIRCULARS****EXPRESSES**

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,

HONGKONG TELEGRAPH CO. LTD.

1, Ice House Road.

H. B. WOOD.

HONGKONG METEOROLOGICAL SIGNALS.**A NEW CODE.**

We have received from the Hongkong Observatory a new code of meteorological signals, which comes into force at Hongkong on New Year's Day. They are the same as those at present in use at Shanghai, and will be hoisted on the masts beside the time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected. The signals are as follows:

A cone point upwards indicates a typhoon to the North of the Colony.

A cone point upwards and drum below indicates a typhoon to the North-East of the Colony.

A drum indicates a typhoon to the East of the Colony.

A cone point downwards and drum below indicates a typhoon to the South-East of the Colony.

A cone point downwards indicates a typhoon to the South of the Colony.

A cone point downwards and ball below indicates a typhoon to the South-West of the Colony.

A ball indicates a typhoon to the West of the Colony.

A cone point upwards and ball below indicates a typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to back.

The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on H.M.'s Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching typhoons by means of the Typhoon Gun placed at the foot of the mast, which is fired whenever a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at—

Joint Cable Companies' Office.

Ferry Company's Pier, Ice House Street.

Blake Pier.

Post Office.

Harbour Office.

Ferry Company's Pier, Kowloon.

WEATHER-FORECASTS AND STORM-WARNINGS

are exhibited on the above boards daily about 11 a.m., and also at other hours, day or night, whenever necessary. Information of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL REGISTER is exhibited at the same place daily about noon. It contains observations made at Hongkong and at a number of stations in the Far East, together with *Remarks, Weather forecasts, and information regarding the existence and movements of typhoons* based thereon.

SPECIAL INQUIRIES.

Masters of vessels or their agents may, whenever necessary, call at the Telegraph Company's Office in Connaught Road and send telegrams to the Observatory asking for special information without charge. Such inquiries may also be sent from the Police Station at Kowloon Point which is connected with the Observatory by telephone.

THE LAW OF STORMS.

Further information concerning the weather to be expected while signals are hoisted, and sailing directions, are given in "The Law of Storms in the Eastern Seas."

F. G. Figo,

Acting Director.

Hongkong Observatory, 1st January, 1904.

F. G. Figo,

Acting Director.

Hongkong Observatory, 1st January, 1904.

TRADE.**SAFETY VESSELS.**

E. B. Switch Am. ship, 1,619, Johnson, 16th July—Chefoo 20th June, Ballast—Order.

Eva, Am. ship, 1,018, Karan, 6th Aug.—Saila 20th June, Timber—Order.

Steamers Expected.

Vessels From Agents Due

Empire Manila, G. L. & Co Oct. 20

Claverburn Keelung, A. A. Co. Oct. 20

Sims Singapore, P. & O. Co Oct. 21

Agamemnon Singapore, B. & S. Oct. 21

Segovia Singapore, H. A. L. Oct. 22

Korea Manila, P. M. Co. Oct. 22

Emp. of India Japan, C. P. R. Co Oct. 23

Zieten Kobe, M. & Co. Oct. 23

P. R. Luitpold Singapore, M. & Co. Oct. 23

Gasic San Francisco, U. & O. Co Oct. 23

Kieh New York, S. T. & Co Oct. 23

Siberia San Francisco, P. M. Co. Nov. 4

Arabia Portland, P. & A. Co Nov. 4

Mongolia San Francisco, P. M. Co. Nov. 10

Massapequa New York, S. T. & Co Nov. 29

VISITORS AT THE HOTELS.**HONGKONG.**

Barbizon, Mr. A. R. Smith, Mr. and Mrs. Smith.

T. E. and child Mackie, C. Gordon.

Blitbeck, R. J. Maclellan, Dr. O.

Bisney, Mr. and Mrs. S. McAlpin, G. P.

Bissell, W. S. Meikle, Mr. and Mrs. E.

Blair, D. K. Miller, Miss.

Boggen, Mr. and Mrs. Moon, Mr. and Mrs. E. M.

and infant Newton, A. G.

Bonner, E. A. Overend, Dr. E. K.

Borthwick, Mrs. R. W. Patric, Mrs. J. A.

Perkins, Mr. and Mrs. T. L.

Boyce, W. B. Pollard, A. H.

Broughall, L. Puddepha, W. T.

Boyne, Mr. and Mrs. F. O.

Clyde, G. Ranney, Mr. and Mrs. F. O.

Cunningham, G. Rayner, F. S.

Davies, F. O. Rice, P. F.

Davies, Mrs. J. T. Robertson, W. R.

Deacon, F. B. Rutherford, N. H.

Dean, G. Sayer, G. Burton.

Dorsey, W. R. Sayle, R. T. D.

Douglas, Capt. and Mrs. J. Scott, Mr. and Mrs. J. G.

Downing, T. C. Downing, T. C.

Fisher, H. G. Fisher, H. G.

Forster, Dr. A. F. Somerville, Geo.

Fox, Dr. H. E. Somerville, Geo.

Freeman, Dr. W. P. Somerville, Mrs. A.

Glover, C. Soper, C. H.

Grant, A. W. Stewart, W. M.

Grant, Mr. P. D. H. Tarboux, M. G. C.

Gray, H. C. Thomas, O. B.

Grimain, Count P. L. Thomson, S.

Haha, Dr. D. E. Thornborrow, J.

Hall, Capt. T. Thresher, U.S.A., Major

Hannan, J. and Mrs. H. E.

Harding, R. Trimen, W. D.

Hardy, Mrs. C. S. S. Vaughan, H. S.

Hoggan, Dr. B. B. Wemyss, J. L.

Hordey, Dr. E. J. Wolf, Philip.

Hurst, R. N. Woolmer, Mr. and Mrs. C. E.

Capt. Wright, Mr. and Mrs. Gordon.

Kausch, E. A. Wyles, W. S.

Kirkwood, J. Yoshida, M.

Knaggs, Dr. S. T. Zanetti, Dr. A. B.

KING EDWARD.

Casulli, D. C. MacMillan, A. C.

Crocker, Capt. J. M. May, Alfred J.

Hamblin, F. H. May, Ernest A. G.

Hamblin, Mrs. F. H. Nelson, Capt. J. W. S.

Agricola, Thor, A. Jackson, Mrs. T.

Kiene, F. Pike, Mrs. T.

Kiene, Mrs. Rose, Mr. and Mrs. T.

Krajsig, G. Shepherd, Bruce

Logan, J. C. Stagor, O.

Lugebi, V. Walgorsk, Count

Wortman, A.

CONNAGHT.

Alexandra, Mrs. Jackson, T. B.

Entimation.

CHAZALON & CO.
WINE AND SPIRIT MERCHANTS,
AND
GENERAL STOREKEEPERS,
(SUCCESSORS TO G. GIRAUT)
6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong Public that, as we are supplied with WINES and SPIRITS direct from the Growers in France, we are in a position to supply these requisites of the best quality and at the lowest possible prices, thus defying competition.

EXCEPTIONAL SAMPLE OFFERS.

Offers are made of Sample Cases of a dozen quart bottles each, containing the following:—

- 3 qt. bts. Bordeaux.
- 3 " Beaujolais (Burgundy).
- 3 " Vin Rosé.
- 3 " Pommard (Superior Burgundy).

at the exceptional price of \$12 per case.

CHAMPAGNE.

Important contracts having been entered into with Messrs. Moët and Chandon, of France, we are enabled to supply CHAMPAGNE of this Brand at the following advantageous prices:—

| | |
|--------------------|---------------------|
| Mousseux Blue Seal | \$38 per doz. qt. |
| White Star | Moët & Chandon 42 " |
| Brut Impérial | 50 " |

ALSO TRY OUR

BLACK and WHITE WHISKY.



PRICES—

BUCHANAN BLEND \$12.50 per Case. BLACK AND WHITE \$16.50 per Case.
ROYAL HOUSEHOLD \$20.50 per Case.

ARQUEBUSADE WATER

OF THE

HERMITAGE OF THE MARIST BROTHERS;
OR IMPROVED VULNERARY LIQUOR.

Invigorating, Stimulating, Hygienic, Aromatic, of an acknowledged and quite exceptional efficacy.

The Arquebusade Water, known and appreciated throughout the greater part of France and abroad, justifies more and more the great fame it has acquired.

USE OF THE ARQUEBUSADE WATER.

INTERNALLY.—From two to three spoonfuls in a glass of cold water, pure or sweetened, after falls, bruises, cuts, fractures, luxation, tearing of tissues, faintings, burnings, swoons, plague and cholera. For the last two cases it must be taken pure, six spoonfuls at a time. Experience justifies its efficacy as a preventive remedy against mortification and quinsy. The dose may be repeated several times a day.

The same dose, in a glass of hot and sugared water, instantly removes the fatigue of either a journey or a walk, is a great appetizer and often prevents colds.

Taken in an infusion of melissa, hyssop, ground-ivy, or violets, it is an efficacious remedy against gripes, difficult digestion, pains in the stomach, &c.

Taken pure after meals it is salutary to old people by warming their stomach, rendered cold by age, and accelerates digestion; but it is less suited to nervous persons and children to whom it must never be given without being well diluted with water.

EXTERNALLY.—It is a capital remedy against sprains, cuts, bruises, excoriation, burnings, fractures, any fresh wound, danger of mortification, heating of the feet, irritation of the skin after a walk.

Whenever it is possible rub hard with this liquid. A compress is saturated with it and applied on the affected part which is kept moistened by sprinkling it with this Water.

In case of wounds, after the dressing made with the Arquebusade Water, sprinkle the compress with a mixture of the Liquor and fresh water in equal parts.

It is also very advantageously used in frictions and in compresses used in headache, rheumatic and neuralgic complaints. For these last it is good to warm somewhat the liquid before being applied.

The ARQUEBUSADE WATER is of public interest, approved and recommended by the most eminent physicians of France, commands itself to all those who are anxious about their health in these countries where plague and cholera make often dreadful havoc.

PRICE:

The Litre \$5.00

The Half-Litre 2.50

CHAZALON & CO.,

Sole Agents for Hongkong, China and Japan

Hongkong, 19th September, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & PORT. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

| STOCKS. | NO. OF SHARES. | VALUE. | PAID UP. | POSITION AS PER LAST REPORT RESERVE. | AT WORKING ACCOUNT. | LAST DIVIDEND. | APPROXIMATE RETURN AT PRESENT QUOTATION. | CLOSING QUOTATIONS. |
|--|----------------|--------------|--------------|--|---------------------|--|--|----------------------------------|
| BANKS. | | | | | | | | |
| Hongkong & Shanghai Banking Corporation | 80,000 | \$125 | \$125 | \$10,000,000 \$7,000,000 \$250,000 \$75,533 \$19,973 | \$1,492,554 | Div. of £1.10/- @ exchange 1/9-15/16 \$16.41 for first half-year 1904 | 64% | \$700 buyers London 668 |
| National Bank of China, Limited | 99,925 | \$7 | \$7 | | | \$21,668 | \$2 (London 3/6) for 1903 | 54% |
| MARINE INSURANCES. | | | | | | | | |
| Canton Insurance Office, Limited | 10,000 | \$250 | \$50 | \$1,300,000 50,000 | \$10,551 | \$1/- for 1902 | 54% | \$280 sellers |
| China Traders' Insurance Company, Limited | 24,000 | \$83.33 | \$25 | \$900,000 \$151,992 \$331,342 \$32,138 | Nil | \$4 for year ended 30/4/1903 | 64% | \$61 |
| North China Insurance Company, Limited | 10,000 | \$15 | \$5 | Tls. 500,000 Tls. 31,850 | Tls. 271,589 | Interim of 10/- a/c 1903 | ... | Tls. 75 buyers |
| Union Insurance Society of Canton, Limited | 10,000 | \$250 | \$100 | \$1,750,000 \$66,143 \$78,445 \$66,872 | \$1,959,926 | \$3/- for 1902 | 5% | \$635 sa. & b. |
| Yangtsze Insurance Association, Limited | 8,000 | \$100 | \$60 | \$700,000 \$37,794 | \$486,284 | \$1/- for 1902 | 94% | \$145 buyers |
| FIRE INSURANCES. | | | | | | | | |
| China Fire Insurance Company, Limited | 20,000 | \$100 | \$10 | \$1,25,675 | \$329,047 | \$6 dividend & \$1 bonus for 1902 | 8% | \$87 buyers |
| Hongkong Fire Insurance Company, Limited | 8,000 | \$250 | \$50 | \$1,75,170 | \$371,110 | \$22/- for 1902 | 64% | \$335 buyers |
| SHIPPING, TUG AND CARGO BOATS. | | | | | | | | |
| China and Manila Steamship Company, Limited | 30,000 | \$50 | \$50 | none | Dr. \$63,123 | \$5 for 1900 | ... | \$25 buyers |
| Douglas Steamship Company, Limited | 20,000 | \$50 | \$50 | \$250,000 | Nil | \$3 for year ended 30/4/1903 | 64% | \$32 buyers |
| Hongkong, Canton & Macao Steamboat Co., Ltd. | 80,000 | \$15 | \$15 | \$600,000 \$157,555 | \$16,362 | \$1/- for first half-year 1904 | 104% | \$261 buyers |
| Indo-China Steam Navigation Company, Limited | 60,000 | \$10 | \$10 | \$10,000,000 \$100,000 | \$5,853 | 10/- for 1903 @ 1/10 5/16 = \$5,378 | 5% | \$130 |
| Shanghai Tug and Lighter Company, Limited | 200,000 | Tls. 50 | Tls. 50 | none | Tls. 55,541 | Interim of Tls. 2 for 1904 | 64% | Tls. 481 sales Tls. 471 sales |
| "Shell" Transport and Trading Company, Limited | 2,000,000 | \$1 | \$1 | \$400,000 \$60,000 \$15,093 | \$19,555 | Interim of 1/- (Coupon No. 4) for 1903 | 6% | 246 sellers |
| "Star" Ferry Company, Limited | 10,000 | \$10 | \$5 | \$400,000 \$21,075 | \$1,287 | \$1/- & 2/- 40 cts. for year ending 30/4/04 \$60/- & 2/- 20 cts. | 51% | \$20 sellers \$30 sellers |
| Straits Steamship Company, Limited | 5,000 | \$100 | \$100 | \$18,000 \$130,153 | \$33,648 | \$5 for 2nd 4-year making \$13 for 1903 | 81% | \$145 sellers |
| Taku Tug and Lighter Company, Limited | 30,000 | Tls. Tls. 50 | Tls. Tls. 50 | Tls. 98,000 Tls. 201,614 | Tls. 865 | Interim of Tls. 1/- for 1904 | 10% | Tls. 30 |
| REFINERIES. | | | | | | | | |
| China Sugar Refining Company, Limited | 20,000 | \$100 | \$100 | none | Dr. \$147,717 | Interim of \$5 for 1904 | ... | \$239 sa. & b. |
| Luzon Sugar Refining Company, Limited | 7,000 | \$100 | \$100 | none | Dr. \$73,905 | \$3 for 1897 | ... | \$5 buyers |
| Perak Sugar Cultivation Company, Limited | 7,000 | Tls. 50 | Tls. 50 | Tls. 100,000 | Tls. 1,450 | Tls. 2/- for year ending 30/9/03 | 44% | Tls. 60 sellers |
| MINING. | | | | | | | | |
| Chinese Engineering and Mining Company, Ltd. | 100,000 | \$1 | \$1 | \$40,000 | Dr. \$7,820 | No. 3 of 1/6 | ... | Tls. 7 sellers |
| Raub Australian Gold Mining Company, Limited | 50,000 | \$1 | \$1 | \$4,873 | Dr. \$4,029 | No. 12 of 1/-=48 cents | ... | \$6 buyers |
| Société Française des Charbonnages du Tonkin | 16,000 | Fcs. 250 | Fcs. 250 | Fcs. 251,337 Fcs. 1,529,674 | Fcs. 85,706 | Final of Fcs. 25 making Fcs. 55 for 1903 | ... | \$490 |
| DOCKS, WHARVES & GODOWNS. | | | | \$50,080 \$250,000 | \$28,015 | Interim of \$2/- for 1904 | 44% | \$114 buyers |
| Hongkong & Kowloon Wharf and Godown, Co., Ltd. | 30,000 | \$50 | \$50 | | | | | \$224 buyers |
| Hongkong and Whampoa Dock Company, Ltd. | 50,000 | \$50 | \$50 | \$25,500 | \$505,471 | \$6 dividend and \$2 bonus for first half-year 1904 | 61% | \$210 buyers |
| Howarth Erskine, Limited | 12,000 | \$100 | \$100 | \$14,000 | \$29,926 | \$10 div. & \$2/- bonus for 1902/3 | 6% | \$74 sellers |
| New Amoy Dock Company, Limited | 6,000 | \$64 | \$64 | \$55,000 | \$489 | \$1/- for 1903 | 61% | \$161 sales |
| Riley Hargreaves & Co., Limited | 6,000 | \$100 | \$100 | \$150,000 | \$40,936 | \$10 div. and \$2/- bonus for 1903 | 61% | \$10 buyers |
| S. C. Farnham, Boyd & Co., Limited | 55,200 | Tls. 100 | Tls. 100 | Tls. 600,000 | Tls. 48,153 | \$7/- dividend ... for 1903 | 61% | Tls. 175 sales |
| Shanghai and Hongkew Wharf Company | 20,000 | Tls. 100 | Tls. 100 | Tls. 487,210 | Tls. 22,805 | Interim of Tls. 4 for 1904 | 8% | Tls. 135 buyers |
| Taihung Pagar Dock Company, Limited | 37,000 | \$100 | \$100 | Tls. 50,913 | Tls. 43,732 | First year | ... | Tls. 132 buyers |
| Yangtsze Wharf and Godown Company, Limited | 2,500 | Tls. 100 | Tls. 100 | Tls. 6,000 | Tls. 1,760 | \$6 for and half year 1903 | 44% | \$200 sellers |
| LANDS, HOTELS & BUILDING. | | | | | | | | \$190 sales |
| Astor House Hotel Company, Limited (Shanghai) | 30,000 | \$25 | \$25 | none | \$9,989 | \$1/- for year ended 30/6/1904 | 9% | Tls. 150 sales |
| Astor House Hotel, Limited (Tientsin) | 2,000 | Tls. 50 | Tls. 50 | Tls. 41,000 | Tls. 655 | Final of Tls. 4 making Tls. 9 for 1903 | 6% | Tls. 55 |
| China Land and Finance Company, Limited | 6,000 | Tls. 50 | Tls. 50 | ... | | Interim of Tls. 2 | ... | |
| Hongkong Hotel Company, Limited | 12,000 | \$50 | \$50 | \$11,688 | | \$5 for first half-year 1904 | 74% | \$137 buyers |
| Hongkong Land Investment and Agency Co., Ltd. | 50,000 | \$100 | \$100 | \$20,000 | | Interim of \$6 for 1904 | 8% | \$150 |
| Hotel des Colonies Company, Limited (Shanghai) | 9,000 | Tls. 25 | Tls. 25 | \$51,966 | | Tls. 21,074 sales</td | | |